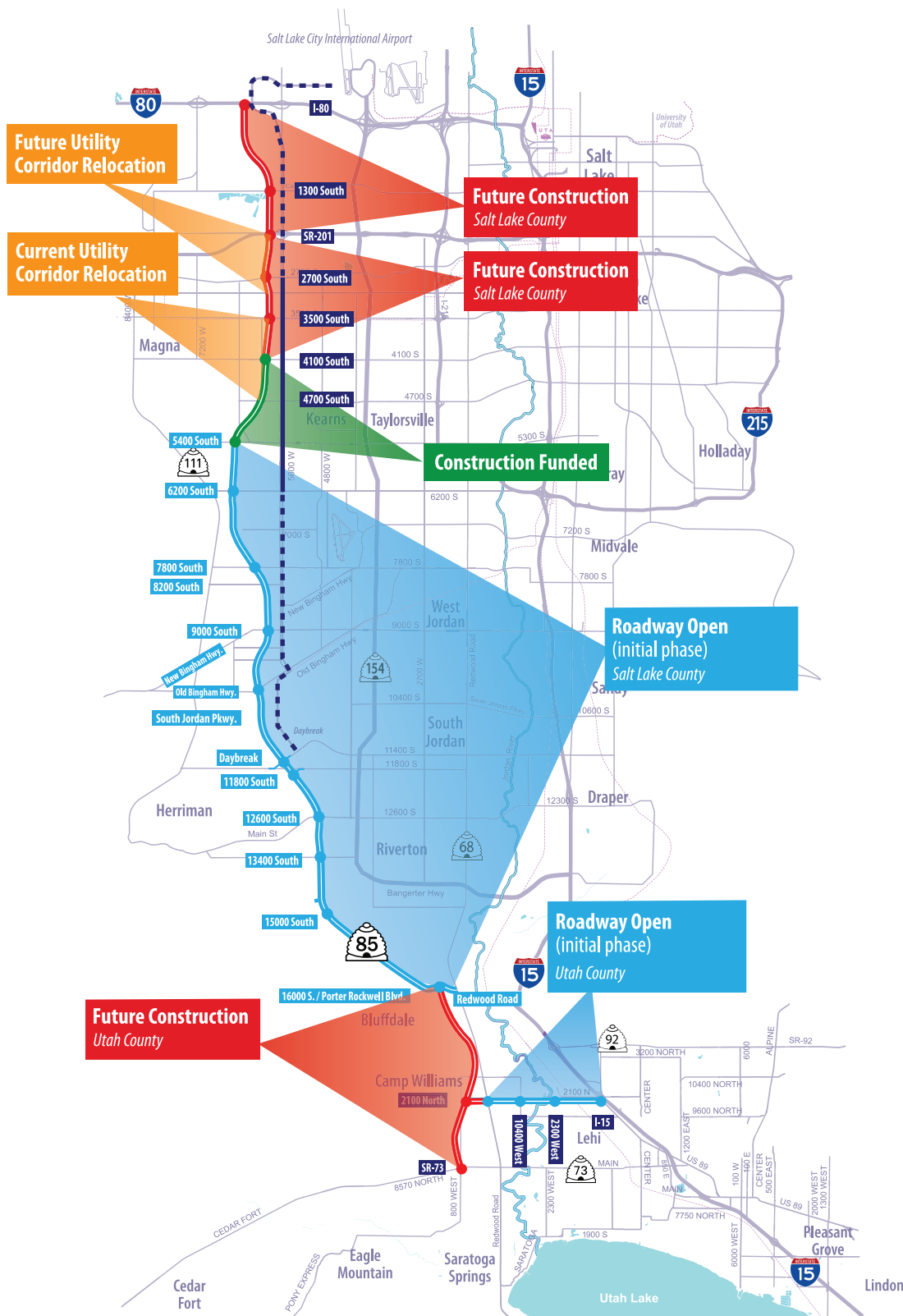




MOUNTAIN VIEW CORRIDOR PROGRESS REPORT

JANUARY 2014



NOT TO SCALE

- Current Intersection/
Future Interchange
- Future Intersection/
Future Interchange
- Construction Funded
from 5400 S. to 4100 S.
- Initial Transit Project
- Future Transit Projects

INITIAL PHASE

• Build two lanes in each direction

Salt Lake County

- ☒ Redwood Road to 5400 S.
15 miles, construction complete
- ☐ 5400 S. to 4100 S.
2 miles, construction funded
- ☐ 4100 S. to SR-201
3 miles, unfunded
- ☐ SR-201 to I-80
4 miles, unfunded

Utah County

- ☒ 2100 N. from Redwood Rd. to I-15
3 miles, construction complete
- ☐ Redwood Rd. to SR-73
6 miles, unfunded

• Relocate Utility Corridor

Salt Lake County

- ☒ 4700 S. to 3500 S.
Current construction
- ☐ 2900 S. to SR-201
Unfunded

• Build Bus Rapid Transit (BRT)

- ☐ 2700 S. to 6200 S.
5 miles, unfunded



FRONTAGE ROADS AND OUTSIDE LANES

JANUARY 2014

The Mountain View Corridor will have phased implementation to address short-term regional transportation needs while providing a long-term solution for the future. Mountain View Corridor will eventually be a 35-mile freeway from I-80 in Salt Lake to Lehi Main Street.

Frontage Roads

16000 South to Old Bingham Highway (9 miles)

Initial Construction Complete

Actual Photo
12600 South



During initial construction, UDOT built two one-way frontage roads on each side of the future freeway and bike lanes and trails from 16000 South to Old Bingham Highway. The frontage roads consist of two lanes in each direction with signalized intersections.

Long-term Vision

Photo Simulation
12600 South



In the future, UDOT will add freeway lanes between the frontage roads. Bridges will be added to convert intersections to freeway interchanges and ramps will connect the frontage roads to the freeway system.

Outside Lanes

Old Bingham Highway to 5400 South (6 miles)

Initial Construction Complete

Actual Photo
9000 South



During initial construction, UDOT built the outside lanes of the freeway in each direction and the future on and off ramps. A biking and walking trail runs adjacent to the corridor.

Long-term Vision

Photo Simulation
9000 South



In the future, UDOT will add bridges to convert intersections to interchanges. Additional lanes will be added to provide a freeway that will eventually extend north to I-80.